

# IMPORTANT NOTICE

## TO COMMERCIAL VEHICLE OPERATORS

The critical shortage of truck tires makes it mandatory for each truck operator to maintain tire care and get the last possible mile out of each tire.

Upon any certification by an Official OPA Truck Tire Inspector on any future application for truck tires submitted by you, which indicates that you have either abused or neglected your tires, your War Price & Rationing Board, acting under the authority of Section 1315.501 (b) of Ration Order 1A, will deny you a certificate for the replacement of such abused or neglected tire or tires.

Observance of the following tire conservation measures will increase the life of your tires and greater mileage will be secured.

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### CORRECT

Wheel and axle misalignment  
Mismatched duals - dual spacing  
Broken and shifted springs  
Worn shackles - "U" bolts, spring clips  
Bent or damaged rims -- improper size rims  
Leaking valves  
Hub assemblies throwing grease  
Brakes out of round

### CHECK

For overload - don't overload tires beyond their rated carrying capacities; conform to tire manufacturers recommendations as established by the Tire and Rim Association.  
Proper distribution of load  
Excessive speed -- maintain victory speed limit  
Over-inflation or under-inflation of all tires -- Synthetics must be watched carefully for proper inflation -- follow standard inflation table of the Rubber Manufacturers Association. OVER-INFLATION DOES NOT COMPENSATE FOR OVERLOAD!  
Valve caps  
Air pressure "cold"  
Proper mounting of synthetic tubes -- use soapstone  
Cuts, snags, and breaks; repair with permanent vulcanization. Inspect tires regularly for such injuries.

### WARNING

DO NOT WEAR YOUR TIRES BEYOND THE RECAPPING POINT. IT IS YOUR RESPONSIBILITY TO SEE THAT RECAPPING SERVICES ARE SECURED AT THE PROPER TIME. NEGLECTING TO RECAP YOUR TIRES IN TIME IS THE HIGHEST FORM OF ABUSE.

CONSULT YOUR RUBBER SUPPLIER FOR PROPER CONSERVATION METHODS